

SECTION 3


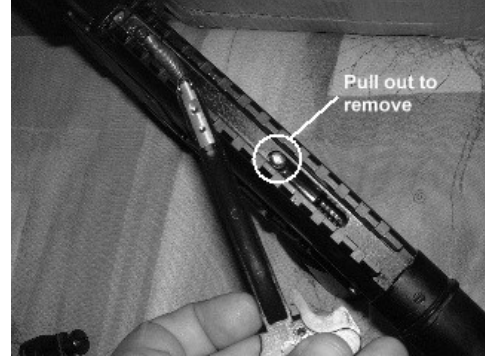
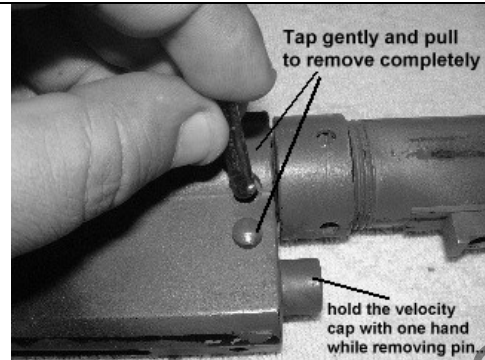
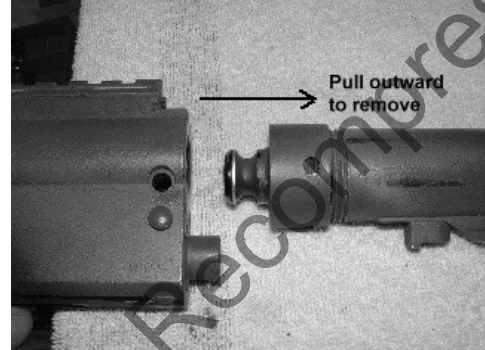
WS-66 Prepping

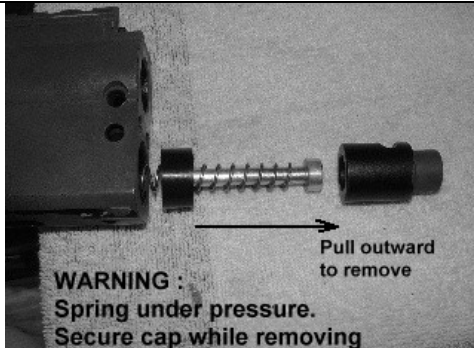

- Remove internals
- Lubrication
- Reassemble



This support sheet covers all required steps toward removing the rear -end internals, lubricating, cleaning and reassembling. This should be done prior to any use of the marker, and also after each full day of usage, in particular if the marker was used in rugged, dusty, wet, or other harsh environments during play, or if the marker broke paint during play.

	<p>Before starting take the time to ensure that your semi trigger is in SAFETY ON mode. Press the safety knob on the left side of the trigger frame until it is flush with the trigger frame – the section with the red ring should not be visible, and the safety knob should now protrude out the right side of the trigger frame. Test the trigger – it should not allow a full trigger pull. Your safety is now ON.</p> <p>Depressing the knob from the right, will put the safety OFF and make the marker ready to fire</p>	<h4>NOTES OR COMMENTS</h4>
	<p>Before ANY internals are removed, a few external parts need to be detached to allow full access to all areas which will allow for removal of the internal bolt, striker and other parts.</p> <p>The carry handle needs to be removed in order to access the cocking mechanism and allow for removal of the cocking pin which holds the pin and striker assembly together internally.</p> <p>To remove simply unscrew the two retainer screws until the carry handle is loose on the weaver rail – you do not need to unscrew these completely – only enough to remove the handle from the weaver rail (flat top)</p>	
	<p>Next....use the proper hex wrench tool to loosen the retainer screw on inside the channel of the weaver rail (flat top). This screw holds the cocking channel plate in place and needs to be removed in order to slide this plate off and expose the internals of the cocking handle mechanism.</p> <p>The cocking channel plate can be removed from either the front or back of the channel. To remove it from the front, the Powerfeed (pictured) will have to be removed.</p> <p>To remove through the back of the channel, simply pull the cocking handle back about ½ way and slide it out.</p>	<p>Do not over-tighten this screw when re-installing. It can cause the plate to rub against the cocking assembly below it and inhibit the proper snap-return of the cocking handle once pulled.</p>

	<p>Pull the cocking handle back slightly (do not engage the full length of the cocking mechanism). While holding this slightly extended, maneuver the cocking channel cover plate out the back of the channel.</p> <p>You may need to slightly bend it upward to clear the cocking handle. The plate is flexible enough and can be bent to accommodate, however be careful not to bend it too far as this will damage it.</p> <p>Pull the plate completely out – exposing the internals of the cocking system</p>	
	<p>Gripping the cocking handle....gently pull it upward and out of the channel taking care not to damage or stretch the spring.</p> <p>The spring has a loop which sits over the head of a retainer screw. Leave the screw intact, and simply guide the spring-loop off of the screw head to release the entire cocking mechanism.</p> <p>You should now clearly see the cocking pin. This is the pin which connects the bolt and striker. It only goes in 1 way – please observe its orientation when removing it. When re-installing please ensure the bolt and striker are engaged properly by sliding the cocking handle back and forth – both pieces should move together.</p>	<p>Incorrect assembly of the cocking pin where it does not engage both striker and bolt, can cause it to become damaged, bent, broken or may cause damage to the internal channels of the receiver.</p> <p>Depending on the severity of the damage the smooth flow of the bolt or striker could be inhibited and cause cocking or re-cocking problems with the marker</p>
	<p>With the cocking pin removed the bolt and striker are now disengaged inside the marker and can be removed for cleaning, lubrication and/or o-ring maintenance (whichever is required).</p> <p>To remove the internals (bolt, striker) first remove the retainer pins from the rear of the marker. Tap them gently on the small side and simply pull to remove from receiver body.</p> <p>The stock securing ring should first be loosened using the stock wrench supplied in your Warsensor toolkit.</p>	<p>When removing the retainer pin from the striker/velocity cap section (bottom unit) of the receiver, please take caution to hold the velocity cap as the internal spring is under some tension and can cause parts to fly out.</p> <p>To remove the stock (upper section, first loosen the stock by turning it counterclockwise with the supplied stock wrench (see section 1)</p>
	<p>Pull stock outward gently but with firm action – if it is tight, try loosening the securing ring a bit more. Use the supplied stock wrench for this to avoid any damage to the stock securing ring.</p> <p>It may help to wiggle the stock a bit, using a slight circular motion while pulling outward. Next, undo the retainer pin in the lower portion of the receiver. This pin holds the velocity cap in place as well as its internals. Please note that the spring will have tension on the cap – DO NOT REMOVE PIN WITHOUT SECURING THE CAP WITH A FREE HAND.....the tension on the spring could cause the internals to POP OUT.</p>	

	<p>After safely removing the striker / velocity cap you will have access to the first portion of the rear end internals of the WS-66 marker</p> <p>Carefully remove the striker spring guide, striker spring and the circular spring buffer. You may have to use the end of a flat screwdriver or other blunt object to aid in removing the circular rubber buffer section of the internals.</p> <p>Gently tilt the receiver and slide the striker and bolt out of the receiver.</p>	
	<p>Once the internals are out – note their assembly orientation. Also note the lubrication points as illustrated. These should all be properly lubricated using either 3-in-1 gun oil, paintball marker lubricant, Teflon grease, or Silicon grease – whichever is most readily available to you.</p> <p>Bottle o-rings fit perfect on both bolt and striker.</p>	<p>Do not be afraid to lubricate these parts. Do not use excessive lube or thick lube – this may create a resistance effect and inhibit marker recocking. Sometimes o-rings may look good to the naked eye, but can be damaged. If the urethane orings on the bolt are discolored – change them</p>



Repeat all steps in reverse for proper assembly of the internal section. Paying close attention to the orientation of the striker and bolt assembly – The bolt has an air channel hole approximately centered on it – **THIS NEEDS TO POINT TO THE BOTTOM OF THE RECEIVER WHEN INSTALLED** – or the marker will not function properly:

Striker assembly should be as follows:

- 1st insert the striker,
- 2nd insert the striker buffer,
- 3rd insert the striker spring,
- 4th insert the spring guide,
- 5th insert, align and hold the velocity cap in place, and
- 6th and final step – insert the retainer pin.

Bolt assembly should be as follows:

- 1st ensure the orientation of the bolt is correct – with the center hole in the bolt pointing for the bottom of the receiver,
- 2nd insert the bolt paying attention to the cocking pin hole to ensure it lines up with the cocking pin hole in the striker. You may use a hex wrench to test and make sure the holes are lined up prior to inserting the cocking pin.
- 3rd install the cocking pin – make sure it depresses completely into the holes and is properly aligned with the striker and engages it (you can tell if it has by attempting to push the cocking pin back – as if to cock the marker. It should be stiff due to the striker spring tension)
- 4th re-install the cocking handle by attaching the spring to the retainer screw head, placing the cocking mechanism in the channel and putting the channel cover back in place

RE-INSTALLATION SEQUENCE:

- 1st re-install the internals (striker and bolt) along with the velocity cap and stock,
- 2nd re-install the cocking pin,
- 3rd re-install the cocking handle mechanism,
- 4th re-install the cocking handle channel cover plate,
- 5th re-install the carry handle.

At this point you should be able to cock the marker and dry fire the trigger successfully – YOUR MARKER IS NOW LUBRICATED. Just a few more steps and the marker will be ready to undergo its first pressurization by your HPA or CO2 source.

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